THEY KNOW THEIR COUNTRY NEEDS THEM

GEORGE J. DUNLEVY.

George J. Dunlevy, New Market, is one of the boys who has responded to the colors from across the river. He is fifteen years old and his father, who is postmaster at New Market, through Captain William F. Harrell, in charge of the local recruiting office, secured special permission from the War Department for him to enlist.

Young Dunlevy entered the cavalry branch of the service and after spending some time in training at Fort Slocum, N. Y., was sent to Fort Marfa, Texas. He is now a member of the Sixth United States Cavalry. The above photograph was taken at Fort Slocum. Young Dunlevy in a recent letter to his father says he likes the service and urges others to join the army.

MOTHER GRAY'S POWDERS BENEFIT MANY CHILDREN

Thousands of mothers have found Mother Gray's Sweet Powders an excellent remedy for children complaining of headache, colds, feverishness, stomach troubles and bowel irregularities from which children suffer during these days. These powders are easy and pleasant to take and excellent results are accomplished by their use. *Used by mothers for 30 years.* Sold by Druggists everywhere, 25 cents.

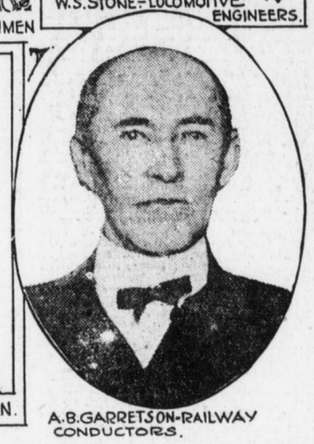
RAILROAD RUMBLES

MEN WHO FOUGHT AND WON EIGHT-HOUR DAY BATTLE; GARRETSON GREAT LEADER

W. G. LEE.—RAILROAD TRAINMEN

W. S. STONE—LOCOMOTIVE ENGINEERS.

W. S. CARTER—FIREMEN and ENGINEMEN.



A. B. GARRETSON—RAILWAY CONDUCTORS.

The mobilization of the forces of labor for the war is directing more and still more public attention to the leaders of the four railroad brotherhoods. Current Opinion, a leading magazine, in its last issue says: "The most dramatic scene enacted in Washington in recent years was the final session between the railroad brotherhoods and the Senate Committee on interstate commerce," which brought into bold relief the brotherhood chiefs. Austin B. Garretson, president of the Order of Railway Conductors is given in this review the dominant position. We quote from this interesting article as follows:

An Accurate Thinker

"The comrades of Garretson say that he is an accurate thinker, a skilled analogist, a student of history and economics, a materialist and a sentimentalist. He calls fact and poetry into his writings and addresses, and, though not a church member, he reads the Bible at his home, in his office, during waiting moments, and often on his travels.

"That great Book, he says, covers the whole range of human experiences and is the best of all guides for warriors, orators, managers and diplomatists, regardless of circumstances or centuries.

"The conductors themselves, thinking men and debating men, as they go up and down and back and forth across the continent on slow freights, fast freights, passenger trains and specials, made no mistake in their valuation of Garretson. They jumped him over the heads of other officers in their brotherhood and elected him first vice-president, that he might the sooner become chief of their order."

If Garretson was the mouthpiece and evangelist of the four brotherhoods in their great contest with the railroads, W. G. Lee, head of the Brotherhood of Railway Trainmen (brakemen), was their Ethan Allen, we read, whose demand that the British surrender "in the name of the great Jehovah and of the Continental Congress" would not have been incongruously voiced by Lee himself. Incidentally, it is the pledge of these four labor leaders that, in time of war, the railway oeratives of America will be with and behind the government to a man." Says the biographer:

Lee Is Big Factor

"A man of battle, candid and brave, Lee holds that no struggle is ever really ended until one side gives up or is chased off the field. Brakemen constitute his host — youngish men from farms mostly, and excitable as colts. Hard-handed men, too, and often heedless whether they are here to-day and to-morrow somewhere else.

"No character nourished on toast and tea could execute his task. He has ridden through the sleet and rain on the roofs of boxcars in the past. In those days, when a brakeman met with a misfortune between the bumpers or on the tracks, a collection was taken up for him all along the line. Charity fed him while he was in bed and buried him when he died.

"Lee, gladiatorial of jaw, square of trunks as a block of granite, came to his present post through the ranks. That is testimony enough as to his strength. Brakemen once, like himself, had no standing as citizens, nor rights in their hard and hazardous employ.

"Now, in the little railway centers of the country, brakemen own property. They belong to churches and societies. Some are village councilmen and directors of the public schools."

Warren S. Stone

We observe that the plan of Warren S. Stone, among the chieftains who besieged Congress, was less militant than advisatory. Stone went willingly, or was maneuvered into strange company. Boycotts and strikes of others have been of passing interest to him and to the Brotherhood of Locomotive Engineers.

Like Garretson, Stone is a native of Iowa, Lee being from Illinois. The father of Stone owned a large prairie farm at a time when corn was low and interest high. Even so, Stone, meaning to read law, entered college. But several of his brothers, he confided to the writer in The Nation's Business, "were railroad men, and the life they led — eating at restaurants, instead of at home and son on — together with the wages they earned, lured me to a fireman's place on the Rock Island Railroad."

At the age of tweny-four he was "given" an engine, and for two decades was a locomotive engineer on the railroad where he had begun as a fireman. The brotherhood, of which Stone is president at a salary of $10,000 a year, owns a fourteen-story office building in Cleveland, Ohio, and the New York Central is one of its tenants.

Firemen's Chief

Such, briefly pictured, are the orator, the warrior and the counselor who, abetted by the Supreme Court, drove the eight-hour law into the sheepskin statutes of the United States. The fourth, William S. Carter, chief of the firemen, is the strategist who laid the ropes so that they could be most effectively pulled. It was Carter, of Texas, "small, spectacled, in motion constantly, whether sitting down or standing up," who negotiated the treaty between the brotherhoods three years ago in the city of Washington. The recent eight-hour victory is the fruit of that treaty.

Carter is middle-aged, like the rest. His father, a Confederate soldier, died at Vicksburg. His mother married a rancher in Texas, at the close of the Civil War. Carter, with ability to talk all day and hold his audience intact, is said to be a better orator than he was fireman. And yet he left school and went to live with the cattle when he was nine years old. At twenty he gave up a $100 job as ranch foreman for a $50 job on a locomotive.

Garretson ceased to be a conductor, Lee a brakeman, Stone an engineer and Carter a fireman many years ago. The evolutionary process of development has gone on with them, just as with other leaders in industry. They have not been dealing with materials but with men — men wise and foolish, bold and timid; rash and prudent; fair and fanatical; taciturn and garrulous. They have become experts—the chiefs — and it is observed by the writer in The Nation's Business that "they are all American-born and bred and stand four-squared in the matter of patriotism."

Railroad Notes

Rain has halted improvements east of the Pennsylvania railroad passenger station.

Jacob Schnader, ticket examiner at the Pennsy station, is back on duty.

Captain of Police Paul L. Barclay, of the Philadelphia division of the Pennsylvania railroad, has returned from a business trip to Philadelphia.

J. E. Shepp, brakeman on the Baltimore division of the Pennsylvania railroad who has been ill, reported yesterday for duty.

Mahlon Beyer, of Reading, a retired Philadelphia and Reading railway telegrapher, yesterday celebrated his 72nd birthday anniversary.

L. K. Morris, recently appointed assistant trainmaster for the Philadelphia and Reading railway, with headquarters in the office of General Superintendent W. H. Keffer, assumed his new duties yesterday.

RECORD SUNDAY ON READING

Reports show another record Sunday on the Philadelphia and Reading railway. A total of 18,000 cars were handled eastward. There were forty trains run over the Lebanon Valley branch, fourteen of which were doubleheaders. A total of 2,227 cars were sent out of Rutherford yards. There were forty trains west, hauling 1,990 cars, and a total of 4,217 transported on the Lebanon Valley alone. East Penn handled 2,430 cars.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—The 121 crew to go first after 4 p. m.: 119, 110, 129, 126, 125, 123.

Engineers for 125, 123.
Fireman for 110.
Conductor for 121.
Engineers up: Steffy, Brooke, I. Gable, Hubler, Hogantogler, J. Gable, Sellers, Howard.
Firemen up: Grimwood, Bomgardner, Hepner.
Conductors up: Hooper.
Flagman up: Nophsker.
Brakemen up: Knupp, Leitheiser, Edwards.

Middle Division—The 115 crew to go first after 2.20 p. m.: 18, 19, 32, 21.

Preference 4, 3, 9.
Engineers for 115, 32, 3.
Firemen for 18, 19, 3.
Conductor for 3.
Brakeman for 9.
Engineers up: Blizzard, Peightal, Bomberger, Rensel, Tettemer, Ford, Corder, Brink.
Firemen up: Kline, Smith, Keneday, Mitchel, Adams, Johnsonbaugh, Markle, Orr.
Conductors up: Coup, Leonard, Heiner, Barger, Hilbish, Klotz, Glace, Dottrow.
Brakemen up: Deckert, Arnold, Gilbert, Humphreys, Kraft, McCabe, Biessing, Murray, Hemminger, Rumfelt.

Yard Crews—Engineers up: Starner, Morrison, Beatty, Feas, Kautz, Wagner, Shade, McCord, Snyder, Myers, Heffelman, Buffington, Auman, Miller, Beaver, Essig, H. R. Myers.
Firemen up: Roberts, Miller, Burns, Johnson, Houdenshel, Gardner, Rippley, Mell, Engle, Kruger, Henderson, Hain, Selway, Gilbert, Laurer, Dill, Gormley, Wirt, Klineyoung, Mountz, J. E. Lourer.
Engineers for 2nd 7 C, 1st 15 C, 2nd 15 C, 3rd 15 C. After 4 a. m., 16 A.
Firemen for 4th 7 C, 23 C, 26 C. After 4 o'clock a. m., 5th 7 A, 16 A.

PASSENGER DEPARTMENT

Middle Division — Enginemen marked up at 12.01 p. m.: Keane, Crane, Sparver, Crimmel, T. D. Crane, Graham, Keiser, Crum, Taylor.
Enginemen for 665, 669.
Firemen up: Hopkins, Cornprobst, Gates, eBalor, Holtzman, Winand.
Firemen for 29.

Philadelphia Division — Enginemen marked up at 12.01 p. m.: Lindley, Bless, Hall, Osmond, Crisswell.
Firemen up: Burley, Shaffner, Floyd, Schindler.

THE READING

Harrisburg Division — 21 crew to go first after 12 m., 24, 10, 3, 15, 8, 11, 7, 16, 6, 56, 51, 53, 59, 57 60.
Firemen for 56, 59, 71, 8, 11.
Flagman for 8.
Brakemen for 59, 60, 3, 7, 16, 24.
Engineers up: Little, Bilig, Hoffman, Barnhart, Minnick, Schulyer, Gruver, Lackey, Bordner, Griffith, Frauenderfer, Kauffman, Wireman, Bowman.
Firemen up: Sukowski, Bushey, Hummeback, Rolneck, Ellenberger, Hummeback, Rolneck, Ellenberger, Frullinger, Kroah, Grove, Smith, Kinderman, Vansdalan, Bitting, Gallagher, Gaegler, Myers, Roberts, Helges, Eisley, Bond.
Conductors up: McCullogh, Wise, Shover, Keifer, Bashore, Derrick.
Brakemen up: Flurrey, Wample, Butler, Luttrew, Siegfried, Keaner, Spangler, Shepley, Reidell, Craig, Wieley, Still, Blachgates, Mosey, Shuff, Gross, Pile, Fasick, Edmonson, Beashore, Meurne, Boesch, Gardner.

ENOLA SIDE

Philadelphia Division—201 crew to go first after 3.45 p. m.: 243, 219, 222, 236, 208, 227, 205.
Firemen for 222, 208.
Conductor for 22.
Flagman for 19.
Brakemen for 08, 19, 27.
Brakemen up: Whitington, Eichelberger, McCombs, Snyder, Waltman.

Middle Division—116 crew to go first after 3 p. m.: 120, 102, 107, 105.

YARD CREWS—ENOLA

Engineers up: Sheaffer, Bretz, Kauffman, Flickinger, Shuey, Myers, Geib.
Firemen up: Rider, Wolf, Webb, Arndt, McConnell, Holsinger, Noss, A. W. Wagner, O. J. Wagner.

REFUSE TO GIVE UP ALL HOPE

[Continued From First Page]

of the Eighth Regiment, N. G. P., has issued an order to members of Companies D. and I to assemble at the armory if the signal is given. Captain George W. H. Roberts, commander of the Governor's Troop, issued a similar order. Many of the soldiers had not received the order and were on the streets in full uniform this morning anxiously awaiting the arrival of the French mission. They were greatly disappointed when they learned that the mission would not arrive here to-day. Children in the public schools, who and were in the streets in full uniing the time the party was scheduled to be in the city, were also disappointed.

The Nation in an article headed, "Joffre and the Genius of France," in the current issue says:

"No imaginable event in the long months of conflict still to come can rob the victor of the Marne of his pre-eminence. He is the one grandiose figure of the war. No imaginable event can rival the battle of the Marne in its significance for the history of the world and civilization. It does not matter that Marshal Joffre has been replaced as leader of the French armies. It does not matter that the battle of the Marne left a heavy task and tremendous sacrifices for the French nation to carry through. If the genius of Joffre spent itself on the Marne, it was in the performance of a supreme mission carried out amidst all the circumstance of a great drama—a mighty issue decided after agonizing suspense amidst the hush of a watching world. After two and a half years of crashing conflicts and untold heroisms, of sweeping victories and great retreats, of a war map unrolling itself over three continents, it is still impossible to go back to the pow old story of the Marne without that catch of the breath, without the sacred awe, aroused by the presence of powers and issues almost more than human. The drama of the great war has worked itself out contrary to all the rules of dramatic construction. Hardly had the play begun when the climax was upon us. Forty-one days from the rise of the curtain to the pitch of the action, and thirty-two months of slow descent towards a final curtain not yet in sight. Is it any wonder the events and the man of those first forty-one days still maintain an unapproachable fascination?

"If the Marne was a victory won for civilization by France, it was also won in accordance with the genius of France. It is impossible to read again the story of the first five weeks of the war without recognizing that at bottom there is truth in the oft-exaggerated generalizations about the peculiarities of national genius. Perhaps we are to-day, after two and a half years of war, inclined to stress too much the new discoveries of the French temperament. It has become a commonplace to say that, instead of a frivolous people, the French are really the most practical of nations; instead of a nation of talkers, they are really a nation of doers; instead of a gay nation, a serious nation; instead of an imaginative people, a plodding people. For French elan we are asked to substitute French endurance unto death. But what adds glow and poetry to the battle of the Marne is that it was fought and largely won in the spirit of the older, historic French virtues and traits. It was won by the old French heroism, and more than that, by the old French imagination founded upon innate reason. Brilliant, but unsafe, we are accustomed to say of the exceptional master in chess. Brilliant, but unsafe, used to be the commonplace generalization of the French national temperament. Brilliant and daring was the strategy of the battle of the Marne. It was a victory of the French mind over the German mind.

"The difference between German strategy and French strategy in the campaign that ended with the Marne was the difference between mechanical precision and imagination. The German plan was to set into motion two enormous pincers, one swinging in from Belgium, one from the westtern frontier between Nancy and Belfort, and to crush the French armies somewhere in the valley of the Seine. The French plan did not call for the exertion of all the power of the nation's armies to resist this strangling maneuver. Joffre took the chance of holding back the iron pressure with part of his forces while watching for the opportunity to throw the remainder in a hammer-blow against the enemy claw from without. The German armies were all in place when the hostilities began; the machine was complete in every part, and once set into motion, had only to be kept going. The French armies were not all in being. Joffre preferred to wait and see. Against the German machine he had what is called in chess a combination; that is to say, against caution and method he opposed mind. He created one new army while in the full course of retreat and brought another army from his extreme right wing to play a decisive role in the center of his line. Nothing in the history of the war can rival for combined foresight and daring the gathering of the army of Bretons and Normans, the Sixth army, which Joffre first attempted to throw against the northern claw of the German pincers from Amiens. The attempt failed. But the army that was driven back around Amiens appeared within a few days around Paris. Then it was thrown against von Kluck's right wing on the Ourcq, and the battle of the Marne was won. The German plan of victory counted upon existing armies arriving at a certain place at a certain time. Joffre's plan depended upon the creation of a new army and its arrival where and when it was wanted. It is this evocation of an army from the void which gives the dramatic, the characteristically French touch, to the great event.

"Up to the moment of execution the plan of the Marne, if it had been known to the outside world, would have been called brilliant, but unsafe. As we look back in the fuller knowledge of to-day we see that it was both brilliant and safe. For in the battle of the Marne there were revealed to the world a synthesis of the traditional French genius and the unsuspected virtues we are now aware of. The conception of the battle had French imagination and dash; its execution revealed those marvelous powers of resiliency and endurance which have stirred the imagination of the world. The victory which saved the cause of international faith and democracy was won by men who rallied to the attack after five weeks of disaster and retreat. The men who were hurled back with bloody loss at Saarbruck stood like an iron wall against the Kaiser's furious attacks before Nancy. The men who were beaten in Alsace came under Foch to shatter the Prussian Guard at La Fere Champenoise. The Breton and Norman territorials who gave way before von Kluck around Amiens were the men who on the Ourcq carried out Joffre's injunctions to die in their tracks if they must, but not to give way. In the decisive moment French imagination was justified by French devotion."

Personal and Social

Annual Spring Meeting of Callapasscink Club

The Callapasscink Club of Shiremanstown held their annual spring business meeting at the home of Frank R. Zimmerman. The following officers were re-elected to hold office: Frank Zimmerman, president; David M. Rupp, secretary and treasurer; Isaac Hess, Walter Zimmerman and Kemper Bitner, board of directors.

New members were presented and business accomplished. It was decided to hold the annual spring opening of the clubhouse, situated along the banks of the Yellow Breeches Creek, Saturday, June 2.

The following young men are members of the society: Frank Zimmerman, David M. Rupp, Isaac Hess, Walter Zimmerman, Kemper Bitner, Joseph Clouser, John D. Bitner, Geo. J. Wertz, Arthur K. Rupp, Harry Frey, Lawrence Miller, Edgar Zimmerman, Russell Rupp, Eugene Bitner, Ralph Bates, Alexander Williamson, Robert Miller and Thomas Lantz.

VISITORS AT SUMMERDALE

Mr. and Mrs. C. E. Peters, of 217 Peffer street, entertained the following guests over the week-end at their bungalow in Summerdale: Mr. and Mrs. Joh nTripner, Mr. and Mrs. Roy E. Hoover, Miss Arrie Gully, Miss Betty Peters, Mr. Chas. Yowler, Miss Arma Wirth, Mr. and Mrs. Stanley Brenner, Edward Marion, all of Lancaster.

GUESTS AT HOUSE PARTY

Mr. and Mrs. Robert Pattison Cox, of 1720 North street, entertained the following guests at a week-end house party: Miss Pearl Yahn, Miss Elizabeth Killinger, Miss Elizabeth Wilson, James G. Elder, of Princeton; Earl L. Kunkle and Eugene Miller.

RAISING FUNDS FOR NURSE

Waynesboro, Pa., May 8. — There began to-day a two-day canvas for funds sufficient to employ a visiting nurse for the sick people of Waynesboro. Women of the Waynesboro Relief Association and the Civic Club visited many people of town soliciting subscriptions.

The amount of money desired is $2,500 and $625 has already been subscribed.

New Victor Records

Just Out

"The Star Spangled Banner"

Sung by

McCormack

McCormack and Male Chorus

VICTOR RECORD NO. 64664—$1.00

It is safe to say that every American home will want to have this greatest of all patriotic records in its library.

Never has McCormack sung better than in this record and the support of a male chorus lends additional charm. Hear this new Victor Record here—to-day.

Elizabeth Spencer's first Victor Record

This talented singer's interpretation of "A Perfect Day" is a thing of winning tenderness and beauty. Come in and have us play it for you. At the same time you can hear Miss Spencer sing the favorite "Love's Dream After the Ball," on the same record.

Victor double-faced Record 18250. Ten-inch, 75c

"Have a Heart"—fox trot and "Love o' Mike"—one-step

The seductive fox trot medley on one side of this record includes "You Said Something" and "I Am All Alone," two hits from the musical comedy success "Have a Heart." The one-step, "Love o' Mike," is from Jerome Kern's musical comedy of that name.

Victor double-faced Record 35621. Twelve-inch, $1.25

J. H. Troup Music House

Troup Building
15 S. Market Sq.

"HIS MASTER'S VOICE"

A New Victor Record of

The Star Spangled Banner

By JOHN McCORMACK

No. 64664 — The Star Spangled Banner (with Male Chorus), 10 in., **$1.00**

P. M. OYLER, 14 So. Fourth St.

Dives, Pomeroy & Stewart

In the Clearance of Women's Suits

Are to Be Found Exceptional Values

The reductions average one-third and in some cases they are as much as one-half, so the opportunity of realizing a substantial saving is assured.

Materials are the choice fabrics of the spring season, and the sizes for misses and women are complete.

$20.00 suits of fine quality poplin, made in a belted style with large envelope pockets; sailor collar of white faile silk; in Copenhagen, navy, sand and black. Final Clearance Price **$12.50**

$25.00 suits in wool faille and poplin; the coat is made with a box plaited back, semi-belted; fancy inverted pockets, finished with stitching; large cape collar, trimmed with bone buttons; in navy, Copenhagen and black. Final Clearance Price..... **$16.50**

$32.50 and $35.00 suits of fine poplin and Poiret twill made in plain tailored or belted models; in sand, Copenhagen, navy and black. Final Clearance Price **$22.50**

$39.50 suits of French serge; the coat is made with a deep yoke and fine plaits front and back finished with a narrow belt trimmed with fancy gilt buttons; double sailor collar of self material and silk poplin in tan. Final Clearance Price **$25.00**

$35.00 suits of Poiret twill in navy and black, made with a deep yoke and box plaits falling from yoke, finished with a double strap belt; cape collar of fancy Khaki Kool. Final Clearance Price.. **$27.50**

Dives, Pomeroy & Stewart—Second Floor.

Philippine Hand-Embroidered Lingerie

The splendid examples of hand-made undermuslins come direct from the Philippines, and in placing them side by side with French lingerie it is difficult to judge which type is the lovelier.

Night gowns at ..... $1.95 to **$5.00**
Envelope chemise at.. $2.50 to **$3.95**
Long skirts at ..... $2.95 to **$5.00**

Undermuslins For Girls and Young Women

The May showing abounds in dainty pieces of undermuslins for misses and girls, and not the least attractive garments are those at low prices.

Princess slips, 8 to 16 years ..... **75c to $1.95**
Drawers ..... **30c to 50c**
Knickers, with embroidery ..... **30c to 50c**
Night gowns ..... **60c to $1.00**
Black satine bloomers, 6 to 18 years **50c**

Dives, Pomeroy & Stewart—Second Floor.

Sport Silks That Make This a Season of Colorful Apparel

Bright colors and distinctive patterns are the vogue this season and these beautiful qualities of sport silks have done much to popularize this type of apparel.

Foremost in sport silks are—

New sport stripe silk jersey for coats and suits, beautiful color blendings, 36 inches; yard **$4.00**

Khaki Kool—the most talked about silk this season—beautiful three-inch dot effects in gold and green on white ground, checker blocks, and other striking designs and solid shades—

Fancy Prints; yard **$3.50**
Soiled Colors; yard **$3.00**
Plain White; yard **$3.50**

Piping Rock in gold with gold check combination to match for trimming and purple with purple and gold check combination; yd., **$3**

Roman stripe Tussorah for combining with white and natural Shantung; yard **$2.75**

Sport Shantung in 25 patterns; yard..**$1.50, $1.75, $2.00 and $2.50**

White Khaki Klan, new white plaid in heavy weight, 40 inches; yard **$3.50**

Dives, Pomeroy & Stewart—Street Floor.

Marking Outfits For Militiamen

Before going into service every member of the militia or of the Officers' Reserve groups should have every one of his garments durably marked for identification.

The ideal way of marking is the use of Cash's woven name tapes. These tapes should be applied to gloves, hosiery, underwear, raincoats and caps.

Our notion section is headquarters for these fast color tapes.

3 dozen, **85¢**; 6 dozen, **$1.25**; 12 dozen, **$2.00.**

In all colors.

Dives, Pomeroy & Stewart, Street Floor.

No Woman Ever Had Too Many Skirts

And it isn't often nowadays that such splendid grades of navy blue serge are offered at former season prices.

It was our good fortune to have an attractive contract with one of America's best serge mills, and now our good fortune goes to women who want to possess a new skirt.

All-wool, in guaranteed colors, 42 and 44 inches wide. Yard ..... $1.25 and **$1.50**

Dives, Pomeroy & Stewart, Street Floor.

Silverbloom Cloth For Sport Dresses

Assuredly one of summer's most serviceable materials for women's and children's outer garments and especially attractive when made up into skirts and frocks.

The variety of styles is one of the attractive features of this long-wearing fabric and in each one of the thirty-eight patterns which we are now showing there are splendid opportunities for adept sewers.

In stripes, plaids and solid colors, yard ..... **69¢**

32 inches wide.

New arrivals among the wash goods include many of the most pleasing styles of voiles that we have seen this year.

Just unpacked and as interesting from the price viewpoint as their styles are satisfying.

Dives, Pomeroy & Stewart, Street Floor.

A Sturdy Boy Needs Sturdy Shoes

This is the time of the year when Big Brother Scout and Little Junior Scout need sturdy shoes if they are to respond to the call of the great outdoors. And sturdy shoes cost less in the end than the kind that go to pieces in a fortnight.

We've specialized in youngsters' shoes for the past ten years—we've studied the weak points of boys' shoes and we believe we have largely overcome those weak points.

It will afford enjoyment to any parent to visit our boys' shoe section, and it will be a matter of keen satisfaction to note the moderateness of prices.

Tan willow calf E. C. Skuffer button shoes, with oak leather stitched soles—

Sizes 5 to 8 ..... **$1.95**
Sizes 8½ to 11 ..... **$2.45**
Sizes 11½ to 2 ..... **$2.95**

Tan elkskin scout shoes, with long tips from vamp seam; elk soles and Goodyear stitched—

Sizes 9 to 13½ **$2.50**
Sizes 1 to 6 ..... **$3.00**

Gun metal calf shoes, in button and blucher style with heavy half double soles and Goodyear stitching; sizes 9 to 13½, at **$2.50**

Dives, Pomeroy & Stewart—Street Floor, Rear.